

IN THE CLAIMS:

1. (Currently Amended) A control arm (~~12~~), especially for the wheel suspension of a motor vehicle, the control arm (~~12~~) comprising:

at least two connection points (~~13, 14, 15~~) for the pivotingly movable connection of the control arm (~~12~~) to a body structure and to a wheel guide component; and,

as well as a strut arrangement connecting the at least two said connection points (~~13, 14, 15~~), characterized in that the said strut arrangement is composed of comprising at least two strut parts (~~1, 2; 17, 18, 19~~), wherein the strut parts are designed as separate profiled parts (~~1, 2; 17, 18, 19~~) with an essentially flat or open cross-sectional shape.

2. (Currently Amended) A control arm in accordance with claim 1, characterized in that wherein the strut parts (~~1, 2; 17, 18, 19~~) can be connected to one another in at least two different positions or relative angles.

3. (Currently Amended) A control arm in accordance with claim 1 ~~or 2, characterized in that~~ wherein the strut parts (~~1, 2; 17, 18, 19~~) can be connected to one another in a plurality of different relative positions or relative angles within a range of adjustment to provide one of a plurality of dimensional relationships between said at least two connection points.

4. (Currently Amended) A control arm in accordance with claim 1 one of the claims 1 through 3, characterized in that wherein the strut parts (~~1, 2; 17, 18, 19~~) can be connected to

one another in continuously selectable relative positions or relative angles within a range of adjustment.

5. (Currently Amended) A control arm in accordance with claim 1 ~~one of the claims 1 through 4, characterized in that~~ further comprising a locking part with a plurality of locking steps that snap in, in a spring-loaded manner, or elastically for prefixing the strut parts (1, 2; 17, 18, 19) in the intended relative positions.

6. (Currently Amended) A control arm in accordance with claim 1 ~~one of the claims 1 through 5, characterized in that~~ wherein the strut parts (1, 2; 17, 18, 19) can be connected detachably.

7. (Currently Amended) A control arm in accordance with claim 1 ~~one of the claims 1 through 5, characterized in that~~ wherein the strut parts (1, 2; 17, 18, 19) are connected to one another by connection in substance.

8. (Currently Amended) A control arm in accordance with claim 1 ~~one of the claims 1 through 5, characterized in that~~ wherein the strut parts (1, 2; 17, 18, 19) are calked with one another without auxiliary material.

9. (Currently Amended) A control arm in accordance with claim 1 ~~one of the claims 1~~

through 8, characterized in that wherein at least two said strut parts (1, 2; 17, 18, 19) can be pushed into one another in a connecting rod-like or telescopic manner.

10. (Currently Amended) A control arm in accordance with claim 1 ~~one of the claims~~ 1 through 9, characterized in that wherein at least two said strut parts (1, 2; 17, 18, 19) can be pushed into one another in a connecting rod-like or telescopic manner along a circular arc.

11. (Currently Amended) A control arm in accordance with claim 1 with ~~one of the claims~~ 1 through 10, characterized in that wherein at least two said strut parts (1, 2; 17, 18, 19) are connected to one another by means of said pressed-in collars (22, 23) that mesh with one another.

12. (Currently Amended) A control arm in accordance with claim 1 ~~one of the claims~~ 1 through 11, characterized in that wherein at least two said strut parts (1, 2; 17, 18, 19) can be connected to one another by means of at least one said other strut parts (24).

13. (New) A motor vehicle suspension control arm, comprising:
first connection structure;
second connection structure; and
a strut arrangement connecting said first connection structure to said second connection structure, said strut arrangement comprising a first strut part with an essentially flat or open

cross-sectional shape, a second strut part with an essentially flat or open cross-sectional shape and a connection means for connecting said first strut part to said second strut part in any one of a plurality of arrangements to set a position of said first strut part relative to said second strut part.

14. (New) A control arm in accordance with claim 13, wherein said connection means includes a locking part with a plurality of locking steps that snap in, in a spring-loaded manner, or elastically for prefixing the strut parts in the intended relative positions.

15. (New) A control arm in accordance with claim 13, wherein said connection means comprises a connection in substance.

16. (New) A control arm in accordance with claim 13, wherein said connection means comprises deformed or shaped portions of at least one of said first strut part to said second strut part.

17. (New) A control arm in accordance with claim 13, wherein said first strut part is shaped to receive said second strut part in a connecting rod-like or telescopic manner.

18. (New) A control arm in accordance with claim 13 wherein said first strut part is

shaped to receive said second strut part in a connecting rod-like or telescopic manner along a circular arc.

19. (New) A control arm in accordance with claim 13, wherein said connection means comprises a Tox clinching of said first strut part to said second strut part.

20. (Currently Amended) A control arm in accordance with claim 1, wherein said connection means comprises pressed-in collars of said first strut part and said second strut part that mesh with one another.